

**SENATE CONCURRENT  
RESOLUTION No. \_\_\_\_\_**

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DIGEST OF INTRODUCED RESOLUTION

A CONCURRENT RESOLUTION supporting the designation of  
Indiana's Historic Pathways as a State and National Scenic Byway.

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**SKILLMAN**

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\_\_\_\_\_, read first time and referred to Committee on

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## SENATE CONCURRENT RESOLUTION

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A CONCURRENT RESOLUTION supporting the designation of Indiana's Historic Pathways as a State and National Scenic Byway.

*Whereas, Indiana's Historic Pathways are comprised of three historically interconnected corridors, the ancient Buffalo Trace, which enters Indiana at Clarksville and leaves the state at Vincennes; U.S. 150, located on or near the historic Vincennes to New Albany stagecoach line; and U.S. 50, which stretches from Lawrenceburg to Vincennes;*

*Whereas, these three roads were designed to provide easy and relatively quick access to the Mississippi Valley from eastern terminals on the Ohio River at Cincinnati and Louisville. In turn, they stimulated the growth of southern Indiana towns and villages and their economies;*

*Whereas, the Buffalo Trace represents both Indiana's connection to its prehistoric past and the story of its indigenous populations. It was developed as a travel Byway by the massive herds of the now extinct Eastern American Bison who migrated from the prairies of Illinois and Wisconsin to the salt licks of Kentucky. This Byway would eventually attract American Indians who would use the herds as a major source of food. American Indians and the Europeans who came later used the bison's already worn path to journey across southern Indiana between Vincennes and the Falls of the Ohio at present day Louisville. Sections*



*of this historic path remain visible from public roads;*

*Whereas, in the years following the creation of the Indiana Territory there arose a need for a better-constructed road between the Falls and the territorial capital at Vincennes. In the early 1800's, a second Byway was constructed just slightly north of the old trace. This Byway became the main stagecoach and wagon road between the two points. The Byway was constantly improved as the population grew, eventually becoming what is today U.S. Highway 150;*

*Whereas, with the arrival of the railroads in the 1850's and the continual growth of southern and central Indiana, the need arose for another east-west transportation corridor across the region. Its primary purpose was to reduce the travel time between the growing cities of Cincinnati and St. Louis. This road, which paralleled the railroad, would eventually become U.S. Highway 50, running from Lawrenceburg to Vincennes in Indiana;*

*Whereas, by developing these roads as a single special corridor, people will be able to learn more about the significance and beauty of southern Indiana. These roads tell the story of the connection to the mighty Ohio River and of the human efforts undertaken to conquer this barrier, gain faster connections to the interior, and develop the mineral and natural resources of the southern Midwest. The routes have had a major impact on the settlement and history of Indiana and have played an important role in the migration of settlers to America's west; and*

*Whereas, the Indiana Historic Pathways Scenic Byway, bordered on the north and south by the already completed Ohio River Scenic Byway and the National Road (U.S. 40) Scenic Byway, will allow travelers to experience the natural*



*landscapes, agricultural fields, small town main streets, rich architecture, metropolitan communities, and river life of southern Indiana: Therefore,*

*Be it resolved by the Senate of the General Assembly  
of the State of Indiana, the House of Representatives concurring:*

- 1           SECTION 1. That the Indiana General Assembly supports the
- 2 application by the Corridor Development Committee of Historic
- 3 Southern Indiana to the Indiana Department of Transportation and the
- 4 U.S. Department of Transportation Federal Highway Administration to
- 5 have Indiana's Historic Pathways designated a State and National
- 6 Scenic Byway.
- 7           SECTION 2. The Secretary of the Senate is hereby directed to
- 8 transmit a copy of this Resolution to the commissioner of the Indiana
- 9 Department of Transportation, the director of the Federal Highway
- 10 Administration and a representative of the Corridor Development
- 11 Committee of Historic Southern Indiana.

